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CIA/RR CB-60-31

Copy No. 29
26 May 1960

CURRENT SUPPORT BRIEF

DEVELOPMENT OF CIVIL AIR POLICY IN COMMUNIST CHINA

OFFICE OF RESEARCH AND REPORTS

CENTRAL INTELLIGENCE AGENCY

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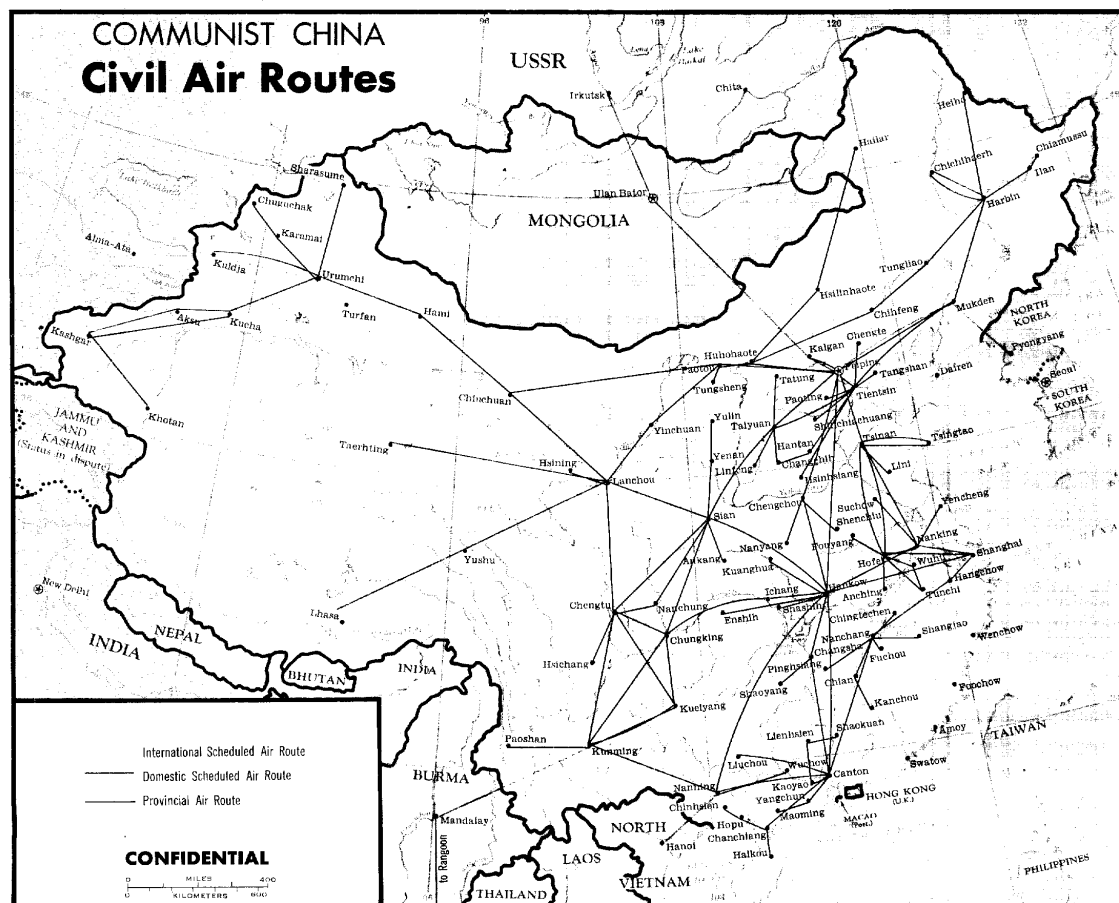
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In early 1958 the Chinese Communists announced that they would concentrate for the next two years on the development of domestic air routes. Particular emphasis was to be given to provincial air-lines which loom large in China's policy of service to the hinterland. 1/ These lines are not subordinate to the Administrative Offices of the Civil Aviation Administration of China (CAAC), and receive only general supervision from the CAAC. China's provincial routes are somewhat analagous to the regional routes formerly operated in the USSR from the territorial administration headquarters to key points on the scheduled civil air routes of Aeroflot. The provincial routes in China, however, are used not only to link areas poorly served by other transport to the main civil air routes, but also to supplement the surface routes linking different cities, possibly for the movement of high priority freight and passengers. The aircraft employed are bought by the provinces and managed from provincial headquarters as far as scheduling, rates, and charges are concerned. During 1958 more than 6,700 kilometers of this type of route were opened and plans



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were announced to set up networks within all the remaining provinces and autonomous regions by 1960. 2/ Provincial routes are served by the An-2, the first civil aircraft produced in China. The An-2 is a single-engine plane with capacity for seven passengers or 2,700 pounds of freight. 3/

With coverage of provincial areas fairly well-developed and with the growth of the CAAC route network to 36,000 km in 1959, 4/ Peiping's preoccupation with domestic services may give way to international expansion using Chinese aircraft.

The Chinese Communist civil air fleet, which has been almost completely re-equipped with Bloc transport aircraft since 1955, contains about 100 aircraft capable of engaging in international operations. The present inventory of such aircraft is estimated as follows:

Li-2	25
Ts-62	5
Il-12	5
Il-14	55
Il-18	3
Convair 240	<u>1</u>
Total	94

There are a number of indications of a growing Chinese interest in international operations. For example, one of the urgent needs for operations on an international scale is an efficient adaptation of Chinese characters for use in communications. After several years of preparatory work, Communist China's National People's Council in 1958 ratified a "Phoneticization Plan" for the Chinese language and adopted a 26-letter Latin alphabet. It is anticipated that the new system will find wide use in communications serving transportation and particularly air transport. Considerable training will be required, however, before Chinese personnel acquire facility in its use in international communications.

Coordination of services over Bloc networks is arranged between Aeroflot and the carriers of the European Satellites by means of spring and fall meetings at which representatives of the carriers set up summer and winter schedules and make arrangements for technical-scientific collaboration. Communist China has on occasion sent observers to these meetings. In December 1959 observers from Communist China attended a meeting of Bloc representatives in Moscow at which the discussion covered primarily the development of air traffic on international routes. 5/ Then in February 1960 Communist China sent a delegation to "the first conference of the socialist countries on questions of employment of aviation in the national economy." 6/

In April 1960 the Chinese scheduled the newly acquired, 78-passenger Il-18 (Coot) on the Peiping to Irkutsk sector of the international jet air route from Prague to Peiping via Moscow. The Prague-Moscow segment of this route is flown by Aeroflot and CSA, the Czechoslovak airline, the Moscow-Irkutsk segment by Aeroflot, and the Irkutsk-Peiping segment is shared by Aeroflot and CAAC. The Chinese have the right to fly all the way from Peiping to Moscow and may use this right in the near future. The Tu-104 and Tu-104A are used by Aeroflot and CSA and the turbo-prop Il-18 by CAAC.

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